CONSTRUCTION DETAILS

A. Install base mounted NEMA 6 cabinet (use existing controller), and necessary equipment for an underground electrical (MD-SHA Type B-6) service.
B. Install 27 ft. steel mast arm pole with 45 ft. (cut from a 50 ft.) mast arm, vehicle signal heads, signs, pedestrian signal heads, pedestrian pushbutton, pedestrian pushbutton sign, 15 ft. luminiare arm, and 250 watt HPS luminaire (Note: one 3 in. PVC conduit bend).
C. Install 21 ft. steel mast arm pole with 55 ft. (cut from a 60 ft.) mast arm, vehicle signal heads, and sign (Note: one 3 in. PVC conduit bend).
D. Install 23 ft. steel twin mast arm pole with 70 ft. and 50 ft. mast arms, vehicle signal heads, signs, pedestrian signal heads, pedestrian pushbutton, and pedestrian pushbutton sign (Note: one 3 in. PVC conduit bend).
E. Install 10 ft. steel pedestal pole on break away base with pedestrian signal heads, pedestrian pushbutton, and pedestrian pushbutton sign (Note: one 2 in. PVC conduit bend).
F. Pull back I/C cable from existing cabinet, install 2 in. PVC riser, and rerun in new conduit to new cabinet.
G. Install handhole.
H. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
J. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
K. Install 3 in. Polyvinyl chloride [Schedule 80] electrical conduit - for underground electrical service by BGE.
L. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
M. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
N. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
O. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trenched.
P. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
Q. Install 6 ft. x 30 ft. quadrupole type vehicle loop detector (3-6-3 turns).
R. Cap and abandon existing conduit.
S. Install 24 in. wide pavement marking - white for stop line.
T. Install 12 in. wide pavement marking - white for crosswalk.
U. Remove existing splice box.
V. Remove existing PVC riser.
W. Use existing I/C cable.
X. Install 2 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
Y. Remove existing steel strain pole and all attached equipment.
Z. Remove existing span wire and all attached equipment.
a. Remove existing wood pole.
b. Remove existing loop detector wire.
c. Installed as part of Interconnect Plan.
d. Install microloop probe.
e. Remove existing steel strain pole and all attached equipment. Relocate existing Controller to new base mounted cabinet.
f. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - slotted in roadway.
g. Install 14 ft. steel pedestal pole on break away base with vehicle signal head, pedestrian signal heads, pedestrian pushbutton, and pedestrian pushbutton sign (Note: one 2 in. PVC conduit bend).

NOTES

1. Geometrics shall be confirmed prior to the installation of signal equipment. All signal equipment to be installed at final grade.
2. Loop detectors and conduits shall be installed prior to the installation of pavement markings and final course of paving.
3. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with S.H.A. standards. All other pavement markings will either be installed as part of the MD-SHA project or are to be considered as existing.
4. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.
5. Original signal, design, and construction by Baltimore County.
6. Crosswalks to be installed inline with Handicap ramps as directed by the Project Engineer.
7. Signal Contractor to excavate sidewalk as necessary to remove/install Trafic Signal equipment. Upon completion of Traffic Signal work the Signal Contractor is to backfill the excavated areas with a MD-SHA approved material. The restoration of the sidewalk areas is to be completed by others.
8. Contractor shall hand excavate for each new foundation until all utilities have been adequately cleared.

GEOMETRIC LEGEND

═ ═ ═	EXISTING GEOMETRICS
═══	PROPOSED GEOMETRICS

UTILITY LEGEND

— G — G —	GAS MAIN
— W — W —	WATER MAIN
— S — S —	SEWER MAIN
— E — E —	ELECTRIC CABLES
— D — D —	STORM DRAIN
— A — A —	AERIAL CABLES
— T — T —	TELEPHONE CABLES

The Traffic Group

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REVISIONS

APPROVALS

1-27-00
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION
1-27-00
Dimitrios A Zafiris
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION
1-27-00
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION
01/28/00
DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
(Traffic Signal Plan)
MD 45 (York Road) at Fairmount/Carver School Entrance

DRAWN BY:	Frank Hoeckel	F.A.P. NO.	N/A	TS NO. 3981	SHEET NO.
CHECKED BY:		S.H.A. NO.	BA3305183		
SCALE:	1" = 20'	COUNTY:	Baltimore	T.I.M.S. NO.	
DATE:	January 18, 2000	LOG MILE:	03045002.78		19 OF 44

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